

TRANSPORTATION.

**LOUISVILLE AND FRANKFORT,
AND LEXINGTON & FRANKFORT,
RAILROADS.**

WINTER ARRANGEMENT FOR 1956 AND '57.

PASSENGER TRAINS DAILY—SUNDAYS EXCEPTED.

ON AND AFTER MONDAY, OCT.

11th, 1956, trains will run as follows:

FIRST TRAIN—Leaves Louisville at 6 o'clock A. M.

[illegible][illegible]

Face is about 4 cents per acre, and a discount of nearly 25 per cent. is allowed for tickets.

Post, corner of Block and Jefferson streets, Louis-
ville, Ky.
Supt. Louis & Port. and Lux. A. & R. E.

New Arrangements.

FREIGHT DEPARTMENT.

JEFFERSONVILLE, R. & I. AND INDIANA-
OLIS, P. & C. RAILROADS.

HAVING BEEN APPOINTED
Freight Agents for these roads, we are now
prepared to forward and receive, in quick transit, all
kinds of Freight, such as—Grain, Coal, Lumber, Iron,
Steel, Flour, etc., etc.

FREE OF COMMISSION AND DEDUCTION.

By the above mentioned roads, which are the shortest,
to Louisville, and the most direct, to all the principal
cities, having two or three times more capacity than all
other roads, we are enabled to forward, in quick trans-
it, all kinds of Freight, such as—Grain, Coal, Lumber,
Iron, Steel, Flour, etc., etc.

For Freight Agents, call on J. B. & I. and J. P. & C. R. E.
at Louisville, Ky.

Certified by
S. H. DAVIS, Esq., General Agent for Jeffersonville, R. &
I. and Indiana-Otis, P. & C. R. E.

THE SHORTEST AND MOST DIRECT ROUTE TO THE EAST FROM LOUISVILLE.

CENTRAL OHIO,
AND
Baltimore and Ohio Railroad,
BEING THE ONLY ROUTE BY WHICH THROUGH TICKETS TO
WASHINGTON CITY
can be procured, to which point as well as to
BALTIMORE,

It is the **SHORTEST, MOST DIRECT, and in every respect the most reliable route** for the daily travel of such purchasers of the **Union** as desire to visit **NEW YORK** and are enabled to reach the cities of **BALTIMORE, PHILADELPHIA, and NEW YORK**, at the cost of a ticket to New York only, thus enabling business men and travelers to purchase a Philadelphia or New York ticket and return to Baltimore at the same rate. In a bid to take these great advantages, the passengers are enabled to travel in the prompt and official mail cars, and to reach the city in the least time. It is a bid to take the wonder of the swiftness of the service, to meet with in traveling the same as if the Baltimore and New York route were a direct, other line of travel in the world.

THREE DAILY TRAINS

[illegible][illegible]

W. M. S. WOODSIDE, Master of Transportation
Baltimore to the West Coast
General Western Agent.

1856 Summer Arrangement. 1856
COMMENCING MONDAY, MAY 14.

Little Miami & Columbus & Xenia

RETIRED

EXCLUSIVELY AN EASTERN ROUTE.

ON AFTER THIS DATE TIME

LITTLE MIAMI, VIA COLUMBUS.

IS THE ONLY *SHORE ROUTE* to and from Cincinnati and Cleveland, Ohio, by lake shore, via Toledo, Sandusky and Lake Shore. Depart at Cleveland, and the only route with train car ganged from Cincinnati to Cleveland, Ohio, via Toledo, Sandusky and Lake Shore.

BY ANY OTHER ROUTE Cleveland passengers via Lake Shore, and depend on trains from Chicago, to Cleveland, via Toledo, Sandusky, and from Cleveland to Ohio City to Cleveland.

THE LITTLE MIAMI, VIA COLUMBUS.

Is the only route with reliable connection to and from CINCINNATI AND PITTSBURGH.

By the only route with through passengers from Cleveland to Buffalo, or Forest, or trains from Lake Shore and Fort Wayne to go East.

THE LITTLE MIAMI, VIA COLUMBUS.

IS THE ONLY ROUTE to and from

THE LITTLE MIAMI, VIA COLUMBUS,
IS THE ONLY ROUTE to and from Cincinnati, Columbus, Cincinnati and Cleveland, with Lightning Ra-
pids, without intermediate stops. Cars. There a great comfort
to ladies and families.

THE LITTLE MIAMI, VIA COLUMBUS,
BEING THE SHORTEST ROUTE from Cincinnati to
the East, a uniform and safe speed is maintained
throughout the entire trip.

BY ANY OTHER ROUTE from Cincinnati, a dan-
gerous speed is required to overcome distance and de-
lay, with the result that passengers and baggage are
subjected to the discomforts of long travel, and the
inconvenience of transfers, and the expense of
Heliograph, Vorce, Sandusky, and ferrying a 60
Ohio City.

THROUGH TICKETS

Via

WHEELING,
PITTSBURG,
DENVER

To all the Eastern cities.

✶ Three daily Eastern Trains, at 6 a. m., 10 a. m., and 8 p. m.

FIRST TRAIN—Cleveland, Pittsburg, Stenboville and Wheeling. **Stopping places**, leaves Cincinnati at 6 a. m.; Columbus, 7 a. m.; Toledo, 8 a. m.; Detroit, 9 a. m.; Cleveland, 10 a. m.; Springfield, 11 a. m.; Wheeling, 12 p. m.; Lancaster, 1 p. m.; Zanesville, 2 p. m.; Chillicothe and Athens, 3 p. m.; Land, Morrow, Xenia, and Columbus at 4 p. m.

SECOND TRAIN—Cleveland, Pittsburg, and Wheeling. **Stopping places**, leaves Cincinnati at 10 a. m.; Columbus, 11 a. m.; Toledo, 12 m.; Detroit, 1 p. m.; Cleveland, Pittsburg, 2 p. m.; Springfield, 3 p. m.; Lancaster, 4 p. m.; Zanesville, 5 p. m.; Chillicothe and Athens, 6 p. m.

THIRD TRAIN—For Accommodation, leaves Cincinnati at 8:30 o'clock p. m. for Springfield; Wilmington, Cincinnati, Lancaster, Chillicothe and Illinoisburg at 9 p. m.; Springfield at 10 p. m.

This train stops all points between Cincinnati and Springfield.

THE TRAINS—Cleveland and Pittsburgh N. W. Express, Cleveland and Cincinnati, Cleveland and Erie, Cleveland and Pittsburgh, for all the Western cities. This train stops at all points between Cincinnati and Columbus.

One train on Sunday at 2:30 o'clock
Columbus.

Trains run by Columbus time—seven minutes less than Cincinnati time.

Fare as low as by any other Route.

FOR THROUGH TICKETS.

And all information, please apply at the Ohio State Ticket Bureau, second floor west of the Ohio State Building, 177 Union House Building; and the old office, south corner of Broadway and Front streets, at the Spencer House; or at the Western (Little and) Depot, East Front street.

One hour from A. M. to 8 P. M.
P. W. TRAVLER, General Agent.

THE OMNIBUS LINE

Call for passengers at all the principal Hotels, for cars and street cars.

above offices, will call for passengers in all parts
city, without fail.

H. B. RUGGLES, Conductor.